

Intimations.

OXO

helps the Cook to cook
as she should cook.
There is more beef con-
centrated in a pound of
OXO than in a pound
of any other food in the
world.

OXO

is the genuine
LIEBIG COMPANY'S EXTRACT.

AGENTS.

WATKINS,
LIMITED,
APOTHECARIES HALL.

STERILIZED WATER FACTORY,
Masons Lane.

Hongkong, 7th January, 1902. [714c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37 1/2 lbs. Net ex Factory.
\$3.30 per Bag of 140 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 31st January, 1902. [710]

Masonic.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCACTION of the
above CHAPTER will be held in the
FREMANTON HALL, Zealand Street, on
MONDAY, the 3rd February, at 8.30 p.m.
Members are requested to notice the earlier
hour of Meeting.
Hongkong, 23rd January, 1902. [97d]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above
LODGE will be held at the FREM-
ANTON HALL, Zealand Street, on SATURDAY,
the 7th February, at 8.30 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 27th January, 1902. [12d]

THE RACES.

HANDSOME BLACK IMITATION
CARACUL AND SEAL COATS
VERY LATEST STYLES;
CLOTH CAPS AND JACKETS
IN GREAT VARIETY,
MOST FASHIONABLE SHAPES.
NEW DRESS GOODS FOR THE PRESENT
SEASON.

MILLINERY

will arrive by s.s. "Sanuki Maru" about 30th
January, Silks per s.s. "Bombay," 28th instant.

WM. POWELL, Ltd.

Hongkong, 28th January, 1902. [155c]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,

Hongkong, 28th January, 1902.

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION
TOMORROW, the 1st February, but
the Range will be open for Practice.
ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 31st January, 1902. [31]

**GUARANTY TRUST COMPANY OF
NEW YORK.**

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold. \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,644,514

TOTAL \$6,644,514

Head Office: NEW YORK.

Directors:

Samuel D. Babcock, George F. Baker, August Belmont, George S. Bowdoin, Frederic Cromwell, Walter R. Gillette, E. H. Harriman, G. G. Haven, R. Somers Hayes, Charles R. Henderson, Harry Payne Whitney, Adrian Iselin Jr., James N. Jarvis, Augustus D. Juilliard, Richard A. McCurdy, Levi P. Morton, Walter G. Oakman, Alexander E. Orr, Henry H. Rogers, H. McK. Twombly, F. W. Vanderbilt.

Walter G. Oakman, President.

Adrian Iselin Jr., Vice President.

Henry A. Murray, 3rd Vice President.

Win. C. Edwards, Treasurer.

F. C. Harriman, Assistant Treasurer.

Arthur John Fraser, (Chairman), London Committee.

Donald C. Haldeman, Honorable Levi P. Morton.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

R. C. Wyse, Manager.

LONDON BANKERS:

PARR'S BANK, LIMITED.

A BRANCH of above Company will be
OPENED at No. 4, DES VEXUX ROAD, Hong-
kong, on 1ST FEBRUARY, for the Transac-
tion of Banking and Exchange Business.
Hongkong, 31st January, 1902. [128d]

QUEEN'S COLLEGE.

HIS EXCELLENCY, the Acting Governor,
Major General Sir W. J. GASCOIGNE,
K.C.M.G., will preside at the PRIZE DIS-
TRIBUTION at the above Government In-
stitution, on MONDAY, the 3rd February, at
NOON.
All interested in education are cordially
invited.
GEO. H. BATESON WRIGHT, D.D.,
Head Master.
Hongkong, 31st January, 1902. [129d]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR KOBE.

THE Steamship

"GUTHRIE"

Captain McArthur, will be despatched for the
above ports on TUESDAY, the 4th February,
at Daylight.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric-light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from MANILA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st January, 1902. [137d]

To-day's
Advertisements.

**THEATRE ROYAL,
CITY HALL.**

PROMENADE CONCERTS.

In Aid of the Widow of the late Colour
Sergeant KIRBY, R.W.F.

MONDAY and TUESDAY,
3rd and 4th February, Commencing at 9 P.M.

Under the Distinguished Patronage of
H.E. General Sir W. J. GASCOIGNE, K.C.M.G.,
Commander POWELL, C.B.

Large Orchestra, composed of Naval and
Military Bands, kindly lent by the Officers.

The following Ladies and Gentlemen are
kindly giving their services.

Mrs. Addison. Messrs. Hay,
" Gordon. " Terrill,
" Mudie. " Goldring,
" Jordan.
" Ward.
" Grimbly,
" Lammer.
" Emil Danenberg.

Accompanists. Conductors. Bandmasters.

Messrs. Ward. H.M.S. Terrible.
" Grimbly. " Albion.
" Lammer. " Orlando.
" and Batt. R.W.F.

Bands will play outside Theatre for 15
minutes before the Performances and during
the intervals.

Change of Programme each night.

Bagpipes, H.K. and S.B. R.A.

Second Night Band, 5th Hyderabad Contingent.

Native "Dholak Manjora."

Given by 22nd B.I.

Booking at ROBINSON PIANO CO. for Dress
Circle 52. Tickets for Promenade will be sold
at the Entrance of Theatre.

Hongkong, 31st January, 1902. [132d]

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
of SHAREHOLDERS will be held in
the Offices of the Company, Queen's Build-
ings, New Praya, on MONDAY, the 24th
February, 1902, at 12 o'clock NOON for the
purpose of receiving the Report of the Direc-
tors and the Statement of Accounts to the 31st
December, 1901.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 24th February,
both Days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 31st January, 1902. [130d]

**THE NATIONAL BANK OF CHINA
LIMITED.**

NOTICE is hereby given that the
ELEVENTH ORDINARY ANNUAL
GENERAL MEETING of the National Bank
of China, Limited, will be held at the BANK
PREMISES, Queen's Road, Victoria, Hongkong,
on SATURDAY, the 1st March, at NOON, for
the purposes following, namely:

To receive and consider statement of
accounts and balance sheet to 31st Decem-
ber, 1901, the reports of the Directors and
Auditors thereon, to elect Auditors, and
transact the other ordinary business of the
Company.

The TRANSFER BOOKS and REGISTER
of MEMBERS of the Company will be
CLOSED from the 15th day of February to
1st March, 1902, both Days inclusive.

By Order,
GEO. W. F. PLAYFAIR,
Chief Manager.

Hongkong, 31st January, 1902. [131d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAICHING,"

Captain Davis, will be despatched for the
above Ports, on SUNDAY, the 2nd February,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 31st January, 1902. [134d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the
above Port, on SUNDAY, the 2nd February,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 31st January, 1902. [135d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the
above Port, on TUESDAY, the 4th February,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 31st January, 1902. [136d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

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THE Company's Steamship

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Hongkong, 31st January, 1902. [136d]

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at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 31st January, 1902. [136d]

To-day's
Advertisements.

**CITY HALL.
BOXING.**

WEDNESDAY, February 5th, 1902.

SAIORS SMITH, v. SAM BENTLEY,
H.M.S. Whiting, Kowloon Depot.

Will box the best of 15 rounds with 4 oz.
gloves for the MIDDLE WEIGHT CHAM-
PIONSHIP of Hongkong. A PURSE OF
\$600 and a SPOKE OF \$250 A SIDE.

GEO. LINDEN, v. SAM WOODS,
will box 6 rounds.

TOM HARVEY v. J. GRIFFIN,
and other Boxing.

A well known local sport will referee
POPULAR PRICES.

Doors Open at 8.15. Commence punctually
at 9. Tickets may be obtained at the Kowloon
Hotel, CITY HALL, Compradore and Naval
Canteen.

Hongkong, 31st January, 1902. [131d]

Intimation.

**A. S. WATSON & Co.,
LIMITED.**

ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON.

PORT & SHERRY,

OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,

JULES MUMM & Co., a Wine for
Connoisseurs.

WATSON'S
E
SCOTCH
WHISKY.

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,
IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELE-
BRATED CHATEAUX.

CONFECTIONERY,
OF THE HIGHEST CLASS IN
GREAT VARIETY. IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES,
&c., &c., &c.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 31, 1902.

NOTES AND COMMENTS.

Disappointment.

When yesterday morning dawned with a
lead sky and a smart drizzle, many folk
thought that perhaps our water troubles
were nearing an end, and that a spell of wet
weather was about to set in which would
refill our depleted reservoirs and allow of
the town having a full water supply through-
out the whole of the twenty-four hours.
Such, however, was evidently not to be, for
by noon the blue sky was once more in
evidence and the Observatory return
showed a fall of only 0.28, or a very little
more than a quarter-of-an-inch. Such a
slight fall, it is needless to remark, would
have no appreciable effect upon the reser-
voirs, for the bulk of it would be absorbed
by the thirty vegetation which is as much
in need of water as we are. But the small
fall of rain did lay the dust a bit, and it also
sent a stream of water through some of our
foul storm-water drains, thus flushing
them to a certain extent, but our
sewers, owing to our much abused
separate system of drainage, it left absolute-
ly untouched, so that we gained very little
by it. What will happen if the rain falls us
much longer we do not like to contemplate.
Our drains are making their presence felt,
and we have no water to flush them with,
the cleansing of the Chinese quarter as a
precautionary measure against the plague is

hampered for lack of the same fluid, and as
everybody is on short commons it is not to
be wondered at that the back streets and
alleys are more evil-smelling than usual.
Truly, a further continuance of the drought
is not a pleasant outlook!

Dutch Peace Proposals.

We do not fancy that much good will
come of Dutch peace proposals just at pre-
sent. Holland, as we well know, together
with the rest of Europe, has long made up
her mind that it would not pay to get at
the Boers, and without bringing physical
force to bear it is difficult to see how medi-
cation could succeed. The British have long
ago made up their minds to the fact that the
war has got to be fought to a finish and that
it will be for the Boers to accept our peace
proposals and not to offer terms. They have
had opportunities hitherto of concluding
the war and have neglected them, and it
is now fully apparent that they are simply
trying to make matters as costly as possible
to us. Of course Dr. Leyds and his vile
Continental followers are doing all they can
to prolong hostilities in the hope of inter-
vention, but it should be patent by now,
even to them, that of this there can be no
hope.

Foreign Advisers.

We cannot say that we think very much
of YUAN SHIH-KAI's advice with regard to
the engagement of foreign advisers of differ-
ent nationalities. To our mind it would be
a case of too many cooks, for it is hardly to
be imagined that these men would not each
strive to advise China according to the
policy of his own particular country, and
what that would amount to we all know well
enough. If the Ministers of the Powers
get at loggerheads amongst themselves, it
stands to reason that a mixed advisory board
would do the same. What China had much
better do is to decide once and for all
between CODY and SHORT, and then stick
to the one. The aims of Great Britain, the
United States and Japan are, we believe,
much the same. All three are averse to
territorial acquisition in China and be-
lieve in the open door. This, to our
mind, should appeal to China as offering
some guarantee of the integrity of the
Empire, and an alliance with such a
powerful combination would undoubtedly
keep other less scrupulous nations from
indulging in the land grabbing on which
they are all intent. What China fails to
understand is that she can hardly be the
bosom friend of each particular Power with-
out offending some one or more, and it
would be much better for her to choose her
friends and stick to them than to dilly dally
with everybody until she is at last rent into
small pieces and divided up amongst the
people whom she tried to appease.

REUTER'S TELEGRAMS.

WAR EXPENDITURE.

LONDON, January 29th.

A supplementary estimate of five millions
sterling to cover additional war expenditure
to the 31st March will be presented to Parlia-
ment on Friday. This sum includes two
millions sterling for remounts.

LATER.

THE ADDRESS.

The House of Commons has adopted the
Address.

HOLLAND AND THE WAR.

Reuter is informed that Holland has sub-
mitted no peace proposals, but has made
only a tentative suggestion with a view to
facilitating the termination of the war. Any
practical advance in this direction is regard-
ed as doubtful until the Boers themselves
intimate a desire for peace.

LOCAL AND GENERAL.

EXCHANGE still remains at 1s. 10d.

THE BUYING RATE for sovereigns is still
\$10.82.

BAR SILVER has dropped a sixteenth and
is now quoted at 25 1/2.

DURIANS.—That sweet savoured but evil
smelling fruit, the Durian, has come into season
in Perak. A very plentiful crop is reported.

THE RIFLE ASSOCIATION will hold no
competition to-morrow, but the range will be
open to those members who wish for practice.

QUEEN'S COLLEGE.—The Annual Prize
Distribution at Queen's College is fixed for
Monday next at noon. All interested in educa-
tion are invited to attend.

NOTICE TO MARINERS.—A Customs
notice issued by the Harbourmaster at Canton
states that the Hainan Reef Buoy has now been
relaid in its proper position.

THE RAINFALL on the hill at Taiping,
Perak the other evening amounted to 6 inches
and 9 parts, all of which fell in 2 1/2 hours. Hong-
kong could do very well with a similar down-
pour.

TWO BODIES FOUND IN THE HAR-
BOUR.—Yesterday the body of a Chinese
woman, about 30 years of age, was found float-
ing in the harbour just off the Po On Godown.
A male Chinese child was found drowned a few
yards from the Canton wharf. The bodies have
not been identified up to a late hour to-day.

BY KIND PERMISSION of Lieut-Col.
Baillie and Officers, the Band of the 22nd Com-
bat Infantry will play at the Hongkong Hotel
to-morrow (Saturday) evening, from 8 to 9.30
p.m.

PROGRAMME.

AN AMERICAN BANK FOR HONGKONG.

As will be noted by reference to our advertising columns, Hongkong is no longer to remain without an American Banking Institution, for the Guaranty Trust Company of New York is opening a branch to-morrow for the transaction of banking and exchange business at No. 4 Des Voeux Road. The following statement of the affairs of the Company will give our readers some idea of the very stable position of our new bank:

STATEMENT OF THE GUARANTY TRUST COMPANY OF NEW YORK.

June 29, 1901.	
Resources.	
U. S. Government Bonds, Market Value	\$535,000.00
New York City Bonds, Market Value	978,750.00
New York State Securities Market Value	370,062.50
Other Bonds and Stocks, Market Value	10,542,413.95
Loans Secured by Collaterals	20,931,248.02
Cash	5,527,549.60
Due from Banks and Bankers	1,703,707.76
Bills Purchased	267,082.56
Real Estate	152,678.17
Accounts Receivable	233,716.19
Interest Accrued	144,050.20
Total	\$49,575,949.95
Liabilities.	
Capital	\$2,000,000.00
Surplus	4,000,000.00
* Undivided Profits	644,514.63
Due Depositors	33,747,881.44
Certified Checks	117,553.88
Taxes Accrued	66,000.00
Total	\$49,575,949.95

* After deducting two quarterly dividends of 4% amounting to \$160,000.

THE GREAT OPIUM SEIZURE.

JOINT INVESTIGATION AT CANTON.

\$50,000 INVOLVED.

(From Our Own Reporter.)

CANTON, January 30th.

The case that, of all others, has been exciting so much comment of late, came on for hearing at Canton yesterday, January 29th. Before proceeding it would not be out of place to recapitulate what already has happened and been partly reported in our columns.

The seizure was made on May 29th 1901, and the hearing came on in Canton on June 15th. As will be seen from the following report the facts of the case were not gone into on that occasion as an important point was raised; viz, whether the launch seized was French or Chinese owned.

The following is the account of the proceedings on June 15th, 1901.

There were present F. A. Morgan, Esq., Commissioner of Customs, Canton, F. A. Carl, Esq., Commissioner of Customs, Lappa; the Hoppo's Weiyeuans, Messrs. Kao Kuan Lan and Li Che and Mons. C. Hardouin, Consul de France who took a seat on the bench according to the rules.

Mr. F. A. Morgan in opening the Court, stated that the Customs Authorities had only yesterday received evidence which warranted them in believing that the launch in question was not owned by Mr. Piry at all, but was owned by a Chinaman in Hongkong named Chun Chong Hong and her name was the *On Wo*, which name still remained on her stern, but on the 15th April, her name was painted on her bows only. He produced the Hongkong register of the vessel of that date, wherein it stated that the owner of the vessel was Chun Chong Hong, and Mr. Piry's name does not appear anywhere as the owner of the vessel, and although she might, and actually had, two separate names painted upon her, she could not possibly be owned by two persons of different nationality, French and Chinese at the same time. He contended that the launch was Chinese owned—and unless Mr. Piry could prove to the contrary, must be dealt with according to Chinese law.

Mr. Piry stated that the launch actually belonged to the firm of H. Piry & Co. and that she traded under the French flag and had always entered and cleared and was recognised at Hongkong as a French vessel. The Chinese name on the register was simply the name of his agents.

On being questioned by the Commissioner of Customs he stated that the launch cleared from Hongkong on May 29th but he could not produce the clearance. He could not positively say whether she did clear or not at the time, but he believed she had been cleared before she left. He was aware that if she did not do so, the master of the vessel was liable to a fine of \$250 or six months imprisonment.

The Commissioner (Mr. F. A. Morgan) continuing, said he was of opinion that the vessel left Hongkong without clearing at the Harbour Master's Office, and therefore her subsequent movements must be considered surreptitious and regarded with suspicion, and also considered that the vessel was not French owned, as her register proved.

A long discussion then ensued as to the actual ownership of the launch.

The French Consul stated that he was convinced that the vessel was French owned and she possessed French papers, and for that reason he was sitting on the Bench to represent the owners. If the Commissioner still maintained that the vessel was Chinese owned then he (the French Consul) had no right to be there at all, and would at once vacate his seat and the whole matter could be referred to Peking. He said that they were not there to fight among themselves but to try calmly to come to some arrangement about the matter.

After a further prolonged discussion it was decided to postpone the investigation until Wednesday next at 10.30 a.m. to enable Mr. Piry to prove his ownership of the vessel, and to ascertain from Hongkong whether the vessel actually cleared from Hongkong on May 29th or not.

The vital point at issue whether the launch was French or Chinese owned was referred to Peking and decided that she was French. A day was set aside and all parties noted to attend at Canton on January 6th, but at the request of Mons. Hardouin it was made January 13th, as Mr. Piry could not attend on the 7th. On the latter date the Court attended but there was no appearance of Mr. Piry. After a short consultation it was again decided to adjourn until the 29th so as to give Mr. Piry every opportunity to defend himself.

On the morning of the 29th there was again no appearance of the defendant and again latitude was given him, and the following morning (the 30th) finally fixed for the hearing.

At 10.30 a.m. on that day the Court sat, the following gentlemen forming the joint investigating commission Messrs. Kao Kuan Lan and Li Che (the Hoppo's Weiyeuans) F. A. Carl Esq., Commissioner of Customs, Lappa, Mons. C. Hardouin, (Consul de France).

The Canton Customs authorities were not represented, because the seizure was made in waters outside their jurisdiction.

Mr. Nielson, of the Canton Customs, was present unofficially.

Mr. Carl, in his opening remarks, explained the position of each gentleman forming the court and cited the regulation regarding the constitution of the same. He then proceeded to read the charge, which was to the effect that on the 29th May last, while near the Island of Kanlan, in Chinese waters, the *Sangli* discharged five chests of opium into a native boat and when called upon by the Customs cruising launch *Lungtsing* to heave to she continued to endeavour to escape until eventually brought to. In discharging cargo at that place the *Sangli* contravened the VII article of the Treaty between France and China, signed at Tientsin in June 1858, which prohibited in the most formal manner clandestine trade and provided as penalties for contravention, the confiscation of the vessel and of the goods engaged.

The Commissioner of Customs at Lappa said they intended to prove that 22 chests of opium were shipped by the *Sangli* at Hongkong on May 28th last, and that when seized on the following day she had only 17 chests on board. A Customs Officer, who was on board of a fishing junk would state that he saw mat packages transhipped from the launch into a native hakka boat which went alongside. Chinese sailors on board of the launch would be able to give corroborative evidence and show that ten mat packages, containing balls of opium were transhipped into the native hakka boat. The remaining 17 chests were seized on the launch, and were intended for transshipment into native boats off Kwang Hoi, a place further down the coast. Each chest of opium contained 40 balls and was repacked into ten packages of four balls each. Chinese letters found on board the *Sangli* would prove that the 22 chests were shipped, ten being for Pi Li Kung Su at Kwang Chan Wan and twelve for delivery en route.

The first witness for the prosecution was Captain F. Wolfe, master the *Lung Ching* (Customs Cruiser) who was sworn and said he was in charge of the *Lung Ching* on May 29th last.

Mr. Carl proposed that, in order to shorten matters, Captain Wolfe's statement be read, and then he was prepared to answer any questions that might be put to him.

Captain Wolfe's statement shortly was as follows. On the evening of May 28th he arrived at Ho Pare Mun and engaged a fishing boat to keep a look out for a yellow painted launch that, from information received, was suspected of trying to tranship opium; he also sent a couple of seamen to a hilltop to watch. These latter reported, later a launch lying close in to shore; also some firing going on. At ten minutes past two on the afternoon of the 29th he (Captain Wolfe) sighted a yellow launch, and on ranging up found her to be the *Sangli* she was then about two cable lengths off Tai Mong Kok. He was informed that a fishing hakka had gone alongside and taken on board a number of packages from the launch. He boarded the launch and found chests of opium forward on the deck, and ten more down below. Those on deck had been broken open and the contents repacked in matting, 4 balls in each bundle.

At the conclusion of the reading of the statement the Commissioner asked the Consul if he wished to ask the witness any questions.

Mons. Hardouin intimated that as Mr. Piry was not in attendance that Captain Wolfe should attend next day to be examined by Mr. Piry who, according to a telegram received, would then be present.

Mr. Carl contended that the defendant had received ample notice and if he did not attend after the repeated adjournments he alone was to blame and the examination should proceed.

Mons. Hardouin pointed out that it was through the action of the Customs Authorities in denying that the launch was French owned that the matter was not decided six months ago.

Mr. Carl said the original date for hearing was January 7th, and at the Consul's own request it was made the 13th to enable Mr. Piry to appear, and now on the 30th he was not present.

Mr. Li Che was of the opinion that the examination should proceed, as although the Consul did not know what information Mr. Piry might want to elicit it must be remembered that he (Mr. Piry) was not on the launch at the time.

Mr. Carl said that Mr. Piry had treated this court with disrespect, at all events not as he should have done, in being absent.

Mons. Hardouin agreed with him and said he was incensed at his conduct.

Mr. Carl asked if the Consul would like to view one of the cases of opium just as they were found on the launch.

Two cases were brought into court and inspected. Captain Wolfe stated that they were exactly as found and showed that each ball was covered in oilskin and each four in a bundle of matting. No opium ever left Hongkong packed in this fashion. The whole of the seven cases found on deck were in the same state as those produced, the other 10 cases were unopened and the contents packed in paddy husk. He could see the packing through the cracks in the cases.

Mr. Carl again pointed out the waste of time in taking the witness' evidence and then having to recall him again for examination by Mr. Piry.

Mr. Piry's representative on being appealed to did not speak English well enough and did not know enough of the case to examine the witness, as Mr. Piry had all the papers in connection with it.

After some further discussion it was decided to adjourn until 10 a.m. to-morrow January 31st, Mr. Carl agreeing to this as he did not wish any chance arising of the defendant pleading that he had no opportunity of examining the witnesses and stating his case.

At 10.30 a.m. on that day the Court sat, the following gentlemen forming the joint investigating commission Messrs. Kao Kuan Lan and Li Che (the Hoppo's Weiyeuans) F. A. Carl Esq., Commissioner of Customs, Lappa, Mons. C. Hardouin, (Consul de France).

The Canton Customs authorities were not represented, because the seizure was made in waters outside their jurisdiction.

Mr. Nielson, of the Canton Customs, was present unofficially.

Mr. Carl, in his opening remarks, explained the position of each gentleman forming the court and cited the regulation regarding the constitution of the same. He then proceeded to read the charge, which was to the effect that on the 29th May last, while near the Island of Kanlan, in Chinese waters, the *Sangli* discharged five chests of opium into a native boat and when called upon by the Customs cruising launch *Lungtsing* to heave to she continued to endeavour to escape until eventually brought to. In discharging cargo at that place the *Sangli* contravened the VII article of the Treaty between France and China, signed at Tientsin in June 1858, which prohibited in the most formal manner clandestine trade and provided as penalties for contravention, the confiscation of the vessel and of the goods engaged.

The Commissioner of Customs at Lappa said they intended to prove that 22 chests of opium were shipped by the *Sangli* at Hongkong on May 28th last, and that when seized on the following day she had only 17 chests on board. A Customs Officer, who was on board of a fishing junk would state that he saw mat packages transhipped from the launch into a native hakka boat which went alongside. Chinese sailors on board of the launch would be able to give corroborative evidence and show that ten mat packages, containing balls of opium were transhipped into the native hakka boat. The remaining 17 chests were seized on the launch, and were intended for transshipment into native boats off Kwang Hoi, a place further down the coast. Each chest of opium contained 40 balls and was repacked into ten packages of four balls each. Chinese letters found on board the *Sangli* would prove that the 22 chests were shipped, ten being for Pi Li Kung Su at Kwang Chan Wan and twelve for delivery en route.

The first witness for the prosecution was Captain F. Wolfe, master the *Lung Ching* (Customs Cruiser) who was sworn and said he was in charge of the *Lung Ching* on May 29th last.

Mr. Carl proposed that, in order to shorten matters, Captain Wolfe's statement be read, and then he was prepared to answer any questions that might be put to him.

Captain Wolfe's statement shortly was as follows. On the evening of May 28th he arrived at Ho Pare Mun and engaged a fishing boat to keep a look out for a yellow painted launch that, from information received, was suspected of trying to tranship opium; he also sent a couple of seamen to a hilltop to watch. These latter reported, later a launch lying close in to shore; also some firing going on. At ten minutes past two on the afternoon of the 29th he (Captain Wolfe) sighted a yellow launch, and on ranging up found her to be the *Sangli* she was then about two cable lengths off Tai Mong Kok. He was informed that a fishing hakka had gone alongside and taken on board a number of packages from the launch. He boarded the launch and found chests of opium forward on the deck, and ten more down below. Those on deck had been broken open and the contents repacked in matting, 4 balls in each bundle.

At the conclusion of the reading of the statement the Commissioner asked the Consul if he wished to ask the witness any questions.

Mons. Hardouin intimated that as Mr. Piry was not in attendance that Captain Wolfe should attend next day to be examined by Mr. Piry who, according to a telegram received, would then be present.

Mr. Carl contended that the defendant had received ample notice and if he did not attend after the repeated adjournments he alone was to blame and the examination should proceed.

Mons. Hardouin pointed out that it was through the action of the Customs Authorities in denying that the launch was French owned that the matter was not decided six months ago.

Mr. Carl said the original date for hearing was January 7th, and at the Consul's own request it was made the 13th to enable Mr. Piry to appear, and now on the 30th he was not present.

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Entertainment.

THEATRE ROYAL, CITY HALL.

A GRAND CONCERT

(IN AID OF LOCAL CHARITIES.)

consisting of SONGS, DANCES, &c.

will be given by the SNOWDROP MINSTREL AND VARIETY TROUPE

of H.M.S. "GOLIATH"

TO-MORROW (SATURDAY), the 1st February, 1902.

By kind permission of Capt. L. WINTZ and Officers.

The "GOLIATH'S" ORCHESTRA will be in attendance.

Conductor: A. ASHLEY.

The Concert will conclude with the Sidesplitting Sketch entitled "THE RIVAL LOVERS."

Prices of Admission:—\$2, \$1 and 50 cents.

Plan at THE ROBINSON PIANO CO.

Doors open 8.30. Commence sharp 9.00.

H. S. JUDGE, Manager.

Hongkong, 27th January, 1902. [13d]

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January, to 4th February, inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 14th January, 1902. [16d]

CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 14, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on TUESDAY, the 11th February, 1902, at 11 o'clock A.M., when the SUBJOINED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 22nd January, 1902, will be submitted for confirmation as SPECIAL RESOLUTIONS.

RESOLUTIONS.

1. That the Capital of the Company "be reduced from \$2,000,000 divided into 100,000 shares of \$20 each to \$222,200 divided into 7,220 shares of \$30 each, and that such reduction be effected by cancelling the uncalled capital of \$10 per share on 72,200 shares which have been issued, and by cancelling 27,800 shares which have not been taken or agreed to be taken by any person."

2. "That after such reduction, the Capital of the Company be increased to \$2,000,000 by the creation of 127,800 new shares of \$10 each, of which 27,800 may be allotted in such manner as such times and to such persons as the General Managers shall think fit, but the remaining 100,000 shares shall not be issued without the consent of the shareholders in General Meeting."

SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th January, 1902. [16d]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 12th Feb., 1902, at twelve o'clock NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending December 31st, 1901.

The Register of Shares of the Company will be CLOSED on MONDAY, the 3rd Feb., to WEDNESDAY, the 12th Feb., (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary to the Hongkong Land Investment and Agency Co., Limited.

Agents for the Kowloon Land and Building Co., Limited.

Hongkong, 28th January, 1902. [16d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for 31st December, 1901.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 28th January, 1902. [17d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 1st to the 15th day of February, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 28th January, 1902. [17d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

EDUCATION: WEI-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.

Bracing climate. Healthy situation, facing South.

Next term begins February 1st.

PRINCIPALS: HERBERT L. BEER, London University, L.C.P.

Resident Assistant Master of Trinity College, Cornwall.

CHAS. E. BEER, London University, L.C.P.

Leat of Queen Elizabeth's Grammar School, Blackburn.

For particulars apply to the Principals.

For Terms, apply to

MANAGERESS, Office of Hongkong Telegraph, No. 1, WILD DELL.

Hongkong, 28th January, 1902. [17d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

IMPORTANT NOTICE to business Gentlemen: BOARD AND RESIDENCE of a SUPERIOR QUALITY and the CHEAPEST RATES in Hongkong, No. 1, WILD DELL, completely rebuilt, painted and decorated.

ALL SINGLE ROOMS, splendidly furnished with all necessities for comfort. BEST TABLE IN TOWN, Personally supervised by the Managers.

A few Vacant Rooms on February 1st.

Gentlemen are invited to INSPECT THE HOUSE, good outlook, healthy and only a five cents ride from Hongkong Hotel, special arrangements for gentlemen having time in town.

For Terms, apply to

MANAGERESS, Office of Hongkong Telegraph, No. 1, WILD DELL.

Hongkong, 28th January, 1902. [17d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice of Firm.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LIMITED, HONGKONG.

DURING MY TEMPORARY ABSENCE from Hongkong, dating from the 1st of February, 1902, Mr. S. J. GODWIN will act as MANAGER of this Company.

W. STUART HARRISON, Hongkong, 29th January, 1902. [12d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO., Hongkong, 29th January, 1902. [12d]

At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS! KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

</

DREAMS AND DREAMERS.

Sleep, "Nature's soft nurse," to whose mysterious arms all of us so confidently entrust ourselves each night, remains for the modern world almost as unfathomable a mystery as it was to the ancient Greeks. This "death in life" fails to frighten us because we never doubt that we shall wake, but we do not understand it. The learned tell us of suspended animation, of the gradually slackening functional activity of the body, of the heart and vital organs working, as it "half speed," but get no further than that. And if the somewhat prosaic physiological aspect of the question is so puzzling, how far more extraordinary must always seem that vivid activity of the brain which is so marked a feature of the state of sleep, which we call dreaming?

What are dreams? Are they really the thoughts which occupy the mind of the sleeper the whole night, or are they rather, protracted as they often seem, but those mental impressions which fill the brain during the few minutes which precede the awakening? Some have a theory, fanciful, it is true, but seeming strangely probable, that during sleep we hear and know things that we are not permitted to bring back with us into the workaday world, and that at the last moment Nature sets herself the task of travestying and nullifying all we have learnt by filling our heads with mundane thoughts. Such an explanation receives a curious corroboration from the fact that dreams are so very often ludicrous. The whole problem, as the French say, "gives one furiously to think."

But if we do not understand dreams, we certainly cannot ignore them, and history teaches us that from the earliest times much importance has been attached to them. There are multitudes of instances where dreams have been acted on or an attempt has been made to act on them. The night before his assassination in the Senate House, Caesar's wife, Calpurnia, is said to have dreamt that the roof of the house had fallen in, that Caesar had been wounded by assassins, and had taken refuge in her bosom; and as a result she begged him next morning to stay from the Senate. Then there is the alleged dream of the wife of Pontius Pilate, warning her husband's danger in being party to the world's greatest tragedy. She too, like Calpurnia, seems to have been so impressed that she tried to save Pilate from participating in any way in the Crucifixion. But even if authentic, such instances are of slight value.

There has lately been published a lengthy correspondence in a well-known weekly paper on the subject, and many instances have been cited, authenticated by people whose names must carry great weight, of those who have seen in their sleep houses and places unknown to them, then, but which they subsequently visited. The most remarkable case was that of a lady, whose family are well known in London, who not only dreamed many nights in succession of a strange house, but upon her subsequent visit there, and her startled recognition of the rooms and passages, the inmates of the house declared that she was familiar to them as the ghost they had seen on several occasions haunting the place. Such a story looks as if in sleep the soul dematerialised itself and wandered at its free will. But why choose a house which one is afterwards to visit casually for five or six weeks? If the locality was to prove intimately connected with one's destiny it is easier to understand. Again, when one's whole waking attention is fixed on a subject the predictive or clairvoyant character of dreams is more reasonable and intelligible. There was the case of the famous crime committed early last century, known as the Polstead murder. The discovery of the murdered body was due to the fact of the father of the girl, Maria Martin, dreaming for three nights that his daughter had been murdered and buried in the Red Barn, which was the outbuilding in which the body was actually found. Here the father would naturally be absorbed in the one thought of his lost child, and the wonder of his dreams is not so great.

But dreams may not only be passive and predictive they may be, if examples are to be believed, active and creative. Condorcet is said to have attained the conclusion of some of his most abstruse, unfinished calculations in his dreams. Lord Chancellor Thurlow when at college, as recorded in his life by Lord Campbell, unable to complete the Latin verses he was busy on overnight completed them in his sleep, wrote them out next morning, and received the commendations of his tutor upon their classical perfection. A musical composer "dreamt" a Dead March, and produced the melody next day; and Franklin put it on record that some of his political projects were conceived in sleep.

MOTORS FOR INFANTS.

Automobiles are now being made in New York for the children of the rich. The millionaire's baby who has passed beyond the perambulator stage may now enjoy its daily outings in a miniature electric victoria, which is supposed to be capable of management by children of four and five years old. Dangerous? Why, they probably would be if the little lads and misses who are taught to control them were allowed to venture in the open streets. But mainly their use is limited to private courtyards or parks, and the child's nurse and instructor are always present to ward off accident. Under these circumstances infant automobilism is probably safer than pony riding, and the children who are thus privileged are said to derive enormous satisfaction from the fact that they imitate with miniature precision the most fashionable pastime of their elders. The wheel of a "baby victoria" is but a foot in diameter, and the seat is but a foot square. Its cost, however, is not at all in proportion to its dimensions.

G. GIRAULT, NOVELTIES, BEAUTIFUL DOLLS, FLEETING PARLOUR GAMES, ORGUE, &c., &c.

THE AMERICAN DECLARATION.

A special to the New York Sun from Washington says: The original copy of the Declaration of Independence is no more. The stirring text and signatures of the members of the Continental Congress have faded away. The precious document preserved in the cabinet in the State Department library is now practically nothing more than a large sheet of parchment. Part of the words "Declaration of Independence," which were written in large letters, are decipherable, but not a signature is now visible. One hardly discernible stroke of John Hancock's pen is all that remains of the bold and vigorous autograph, which he purposely made large so as to show the British Government that he had no fear of being known. The Declaration is preserved in a narrow drawer, glass covered, which slides in a steel safe with heavy double doors, locked, by a combination. After its removal to the State Department from Independence Hall in Philadelphia, where the National Congress held its session on July 4, 1776, the Declaration was placed in a glass case and exposed to the view of visitors. Owing to the strong light to which it was subjected it began to fade, and it was removed to the case in which it is now preserved. This was several years ago. The fading continued, however, until now the noted document is nothing more, apparently, than a mere blank sheet of paper. (When one remembers that the Declaration expressly stipulated that government could only be by the consent of the governed, the fading of the document, in the face of the state of affairs in the Philippines, appears somewhat prophetic.—Ed., H.K.T.)

INDIAN COAL OUSTING WELSH.

The enterprise of Calcutta merchants, who are working with the railway company in the development of the Bengal coal fields, is borne out by the statistics. It appears that four years ago the total exports amounted to 212,273 tons, Ceylon taking quite half of the output, and the Straits Settlements 35,280 tons. In that year, France, who is always a ready buyer of steam coal, purchased a consignment for testing purposes, and a small cargo of the same grade of coal came to this country to be scientifically examined.

The analysis was highly satisfactory, and the calorific power determined by the experts showed that 100 tons of Bengal steam coal would give the same results as eighty-five tons of the best Welsh steam coal.

When this was known the coal properties in Bengal were snapped up by Europeans in Calcutta, and the return on capital invested has proved in every way most satisfactory; so much so that to day their export trade has reached 6,000,000 tons, as against 100,000 ten years ago. At present it is that the British and Indian Steam Navigation Company has the biggest grip on the trade. They carry east of Aden as far as Japan and have secured most of the Eastern markets (according to a London paper). This is having a serious effect on the Welsh market. The life of the seams in the Bengal fields cannot be accurately computed, the deepest shaft in the country being only 600 feet. The seams are thirty feet to fifty feet thick and run for miles. There is an abundant crop of surface coal, and a large number of collieries do not consider it necessary to sink shafts, but depend on the output from their quarries.

DEFECTS OF THE TRUST SYSTEM.

AMERICAN STEEL CORPORATION PRESIDENT'S VIEWS.

[AMERICAN CABLE.]

CINCINNATI, December 21st.

In a speech to-night before the Bankers' Club Charles M. Schwab, president of the United States Steel Corporation, declared that "the trust is a dead business proposition built on a trinity that would wreck anything—the restriction of trade, the increase of prices and the throttling of competition."

In distinction from "the trust," he declared that consolidation had for its guiding principles the reverse of this trinity—that instead of restricting, it expanded trade by creating new avenues and reducing the prices of commodities produced. For particulars he discussed the United States Steel Corporation, pleading that it was with this consolidation that he was most familiar.

Mr. Schwab was the second speaker. W. B. Ridgeley, Controller of the Currency, preceded him and two others followed him—H. H. Hanna, of Indianapolis, and Professor J. F. Huggert of Coe College.

"Before a company of bankers it is, of course, unnecessary to defend the principle of consolidation," said Schwab. "Men in your business are of necessity too well grounded in industrial science to be affected by the timorous advocates of old-line methods or the silly outcry against consolidations as 'trusts.' No one has clearer appreciation than myself of the evil that lurked in the trust scheme. I say lurked advisedly, because the trust is a dead business proposition with which we will never again be troubled. It was an experiment and to that extent served its purpose. But it was founded on misconception and promoted along lines of self-destruction."

"Its fundamental principles were the restriction of trade, the increase of prices and the throttling of competition—a trinity that would wreck any proposition, business or social. The consolidation, as organised to-day, has for its guiding line the very opposite of this. Instead of restricting trade, it expands trade by creating new avenues and reducing the prices of the commodities which it produces. It is enabled to do this because the chief advantage of consolidation is the reduction in the cost of articles produced."

Hotels.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE. J. H. WAINWRIGHT, Manager. Hongkong, 7th December, 1901. [1339c]

GO TO THE KOWLOON HOTEL,

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty. Under entirely new management. J. LACOCK.

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA),

MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager. 57d] Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.

Convenient distance from town, delightful situation. BOARD AND RESIDENCE.

Intimations.

SPECIAL HOME RETURN TICKETS.

NOTICE. FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for two years (from date of departure to date of arrival on return) for one and one half fare. E. A. HEWETT, Superintendent. P. O. S. N. Co. P. DE CHAMPMORIN, Acting Agent. Messageries Maritimes Cie. MELCHERS & CO., Agents. Norddeutscher Lloyd. Hongkong, 23rd December, 1901. [1407c]

HONGKONG SUBSCRIPTION LIBRARY.

16, Bank Buildings, Wyndham Street. FOUNDED in 1891 by DR. CRANTIE, and conducted for several years by H. E. POLLOCK, Esq., K.C. TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq. SUBSCRIPTIONS.—Payable in Advance. \$7.50.....Per Half Year. \$1.40.....Per Month. The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date. Intending Subscribers are requested to apply to CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordnance Office. Hongkong, 28th December, 1901. [1413c]

DROZ & Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERN, &c. REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate. NO. 10, QUEEN'S ROAD CENTRAL. Hongkong, 16th May, 1901. [1526c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIKERS' PATENT MOTOR LAUNCHES, &c., &c. Sole agents for FERGUSON'S SPECIAL CREAM WHISKY, &c. RIVERSIDE OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. AT REASONABLE PRICES. Hongkong, 16th May, 1901. [1526c]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Veigant's and Schuler's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. Nos. 24 & 26, Queen's Road Central. [1526c]

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 111, Jai-Hau Road.

Now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GRAVINGS AND VIEWS. Hongkong, 22nd September, 1901. [1526c]

HONG SING,

8, Beaconsfield Avenue.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901. [1526c]

DENTISTRY.

SUI SANG, (Late Practising with Dr. I. SAKATA), DENTIST. No. 4, Queen's Road Central. Hongkong, 31st January, 1902. [1526c]

Stalls.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION. STEAMERS. DESTINATIONS. SAILING DATES. SANUKI MARU.....Kobe and Yokohama.....To-morrow, 1st Feb., at Daylight. W. Townsend. TOSA MARU.....VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and Yokohama.....MONDAY, 10th Feb., at 4 P.M. H. Christiansen. KAWACHI MARU.....MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....SATURDAY, 8th Feb., at Daylight. J. S. Thompson. HAKATA MARU.....Kobe and Yokohama.....FRIDAY, 14th Feb., at Daylight. F. L. Soumerai. KAGA MARU.....VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and Yokohama.....THURSDAY, 27th Feb., at 4 P.M. J. W. Ekstrand. BINCO MARU.....MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....SATURDAY, 22nd Feb., at Daylight. F. Davis. KAGOSHIMA MARU.....MOJI, Kobe and Yokohama.....TUESDAY, 25th Feb., at Noon. K. Kori. KISUGA MARU.....SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....THURSDAY, 27th Feb., at 4 P.M. H. Fraser. KUMANO MARU.....NAGASAKI, Kobe and YOKO.....FRIDAY, 28th Feb., at Noon. E. W. Haswell. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road. A. S. MIFARA, Manager. [1526c]

Hongkong, 31st January, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c. PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th February, 1902, at 1 P.M., the Company's Steamship "LOUIS" Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 9th February. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further Particulars, apply at the Company's Office. P. DE CHAMPMORIN, Acting Agent. Hongkong, 29th January, 1902. [1526c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. Strategy.....Friday Feb. 28

THE Steamship "STRATHGYLE."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, Kobe, YOKO, HAMA and HONOLULU, on FRIDAY, the 28th February.

Through Bills of Lading issued to any Port in the United States. Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 24th January, 1902. [1526c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG. VIA SHANGHAI, INLAND SEA OF JAPAN, Kobe and YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings. Glenagie.....3,750 W. Frazer.....Feb. 7. Bremen.....3,501 W. Watt.....Feb. 15. Duke of Fife.....3,821 J. S. Cox.....Feb. 22. Tacoma.....2,811 A. Dixon.....Mar. 8. Victoria.....3,502 J. Pantou.....Mar. 15.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDSS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent. Two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to New York in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the Klamath Gold FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents. Hongkong, 28th January, 1902. [1526c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. "HILLGLEN".....about 29th Jan. "LOWTHER CASTLE".....8th Feb. For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 31st January, 1902. [1526c]

SANTAL MIDY.

Relieves the scaling pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS. Santal-Midy is a specific for Gonorrhea, Cystitis, etc. Unlike the old remedies, it is a specific, and causes no inconveniences. Beware of imitations. Each tiny Capsule bears the name of DR. RUE VIVIER, PARIS.

Obtained from the best chemists, or by direct order from the Proprietor, Dr. RUE VIVIER, 10, RUE VIVIER, PARIS.

Unlike the old remedies, it is a specific, and causes no inconveniences. Beware of imitations. Each tiny Capsule bears the name of DR. RUE VIVIER, PARIS.

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Post Office.

A Mail will close:-

For Canton—Per *Hankow*, to-morrow, the 1st Feb., at 7.30 A.M.
 For Yokohama and Kobe—Per *Tsushima*, to-morrow, the 1st Feb., at 10 A.M.
 For Europe, &c., India, via Tutuorin—Per *Coromandel*, to-morrow, the 1st Feb., at 11 A.M.
 For Macao—Per *Hongkong*, to-morrow, the 1st Feb., at 1.15 P.M.
 For Kunchuck and Samshu—Per *Tung-kong*, to-morrow, the 1st Feb., at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, on Tuesday, the 4th Feb., at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Salsang*, on Tuesday, the 4th Feb., at 1.30 P.M.
 For Manila—Per *Zafra*, on Tuesday, the 4th Feb., at 3 P.M.
 For Europe, &c., India, via Tutuorin—Per *Prussia*, on Wednesday, the 5th Feb., at 11 A.M.
 For Manila—Per *Rosetta*, on Thursday, the 6th Feb., at 11 A.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenogle*, on Friday, the 7th Feb., at 11 A.M.
 For Singapore—Per *Shanghai*, on Friday, the 7th Feb., at 11 A.M.
 For Europe, &c., India, via Tutuorin—Per *Laos*, on Monday, the 10th Feb., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 12th Feb., at 11 A.M.
 For Singapore, Penang and Bombay—Per *Bormida*, on Friday, the 14th Feb., at 11 A.M.
 For Europe, &c., India, via Tutuorin—Per *Paranatta*, on Saturday, the 15th Feb., at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 20th Feb., at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, on Wednesday, the 26th Feb., at 11 A.M.

EXCHANGE.

Hongkong, 31st January.
 ON LONDON, Telegraphic Transfer.....1/10
 Bank Bills, on demand.....1/10 1/16
 Credits, 4 months' sight.....1/10 7/16
 Debits, 4 months' sight.....1/10 7/16
 ON BRILL, Telegraphic Transfer.....1/10 1/16
 Bank Bills, on demand.....1/10 1/16
 Credits, 4 months' sight.....1/10 7/16
 Debits, 4 months' sight.....1/10 7/16
 ON NEW YORK, Bank Bills, on demand.....44 1/2
 Credits, 30 days' sight.....45 1/2
 Debits, 30 days' sight.....45 1/2
 ON BOMBAY, Telegraphic Transfer.....136 1/2
 On demand.....137
 Private 30 days' sight.....137 1/2
 ON SHANGHAI, Telegraphic Transfer.....72 1/2
 Private 30 days' sight.....72 1/2
 ON YOKOHAMA, T.T.101 1/2
 Private 30 days' sight.....101 1/2
 Gold and Silver, Bank's Buying Rate.....\$10.83
 Gold and Silver, Bank's Selling Rate.....\$10.83
 Bar Silver.....25 1/2
 Dollars.....25 1/2

OPTUM QUOTATIONS.

Hongkong, 31st January.
 To-day's quotations are as follows:-
 BENGAL—New India.....\$20 1/2
 Old India.....20
 New Benares.....90
 Old Benares.....90
 MALWA—New.....\$200 1/2
 Last year's.....200 1/2
 2 1/2 years' old.....200 1/2
 3 1/2 years' old.....200 1/2
 BUTTER—Superior drug was sold.....600

RIVER STEAMERS, SCHOONERS, AND LOBOHAS.

Faishan, British steamer, 1,435, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Poway, British steamer, 1,373, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,352, C. V. Lloyd, Butterfield & Swire.
Ho-long, Chinese steamer, 400 tons, Captain Tai-shan, Chi Wo & Co.
Tai-shan, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Huanghai, British steamer, 1,055, W. E. Clarke, Hongkong, Canton, and Macao Steamboat Co.
Lungshan, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton, and Macao Steamboat Co.
Kianglung, Chinese steamer, 343, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton, and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton, and West River Steamboat Co.

VESSELS IN PORT.

APENRADE, German steamer, 611, H. Lorenzen, 26th Jan.,—Haiphong 26th Jan., Hoihow 26th Jan., Rice and General.—Jensen & Co.
ARARA, British steamer, 4,481, Williamson, 22nd Jan.,—New York 23rd Nov., Case Oil.—Standard Oil Co.
ARNOLD LUYKEN, German steamer, 1,070, Payson, 30th Jan.,—Moji 25th Jan., Coal.—Order.
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.,—Manila 9th Jan., Ballast.—Order.
BYGON, Norwegian steamer, 771, Th. Engen, 12th Jan.,—Mauritius 10th Dec., and Singapore 3rd Jan.—Sugar.—Sander, Wieler & Co.
GLAVERING, British steamer, 2,151, D. Barton, 12th Jan.,—Shanghai 25th Jan., General.—Doddwell & Co., Ltd.
CHINA, German steamer, 1,113, E. Krubbe, 29th Jan.,—Saigon 24th Jan., Ballast.—Ton Kee.
COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 24th Jan.,—San Francisco 28th Dec., Honolulu 4th Jan., Yokohama 17th Dec., Kobe 18th, Nagasaki 20th, and Shanghai (Woosung) 22nd, Malle and General.—D. & O. S. S. Co.
COROMANDEL, British steamer, 2,783, F. W. Vibert, R.N.R., 30th Jan.,—Shanghai 28th Jan., Malle and General.—P. & O. S. N. Co.
DAIWIN, Japanese steamer, 890, T.

EMPEROR OF INDIA, British steamer, 3,003, O. F. Marshall, R.N.R., 21st Jan.,—Vancouver 20th Dec., and Shanghai 18th Jan., Malle and General.—C. P. R. Co.
ERICA, German steamer, 1,217, Zindel, 20th Jan.,—Singapore 12th Jan., General.—Jensen & Co.
GLENOGLE, British steamer, 3,750, W. Frakes, 9th Jan.,—Shanghai 6th Jan., General.—Doddwell & Co., Ltd.
GUTHRIE, British steamer, 2,500, W. G. McArthur, 28th Jan.,—Sydney 4th Jan., Brisbane 7th, Townsville 10th, Thursday Id. 12th, Port Darwin 17th, and Manila 25th, General.—Gibb, Livingston & Co.
HAILONG, British steamer, 783, H. Bathurst, 20th Jan.,—Pakhoi and Hoihow 28th Jan., General.—Douglas, Laprak & Co.
HANG SANG, British steamer, 1,356, S. Wilde, 27th Jan.,—Swatow 26th Jan., General.—Jardine, Matheson & Co.
ICHANG, British steamer, 1,240, W. L. Jones, 26th Jan.,—Canton 25th Jan., General.—Butterfield & Swire.
LOOSDORF, German steamer, 1,021, C. Fuchs, 24th Jan.,—Bangkok 17th Jan., Rice.—Butterfield & Swire.
MACHEW, German steamer, 995, G. Wiedig, 27th Jan.,—Bangkok 20th Jan., General.—Melchers & Co.
MADREINE RICKMERS, German steamer, 1,600, C. H. Rickmers, 30th Jan.,—Cardiff 22nd Dec., Coal.—Arnhold, Karberg & Co.
MATUYA MARU, Japanese schooner, 121, Dochi, 27th Jan.,—Manila 20th Jan., Ballast.—Master.
MAUSANG, British steamer, 1,644, W. D. Welsh, 30th Jan.,—Samarang 23rd Jan., Timber and General.—Jardine, Matheson & Co.
PEIVANG, German steamer, 952, W. Wieser, 23rd Jan.,—Saigon 19th Jan., Rice.—East Asiatic Trading Co.
PETCHABURY, German steamer, 1,600, Hohmann, 17th Jan.,—from Saigon, Ballast.—Melchers & Co.
PETRARCH, German steamer, 1,352, H. Uecker, 20th Dec.,—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.
PHRA NANG, German steamer, 1,021, Mangelsdorf, 24th Jan.,—Bangkok 14th Jan., General.—Butterfield & Swire.
PROFIT, Norwegian steamer, 825, Thomas Seeborg, 28th Jan.,—Moji 22nd Jan., Coal.—Sander, Wieler & Co.
SALAMANGA, British steamer, 883, J. H. Anderson, 16th Dec.,—Moji 9th Dec., Coal.—Bradley & Co.
STORE NORDISKE, Danish cable steamer, 555, H. Petersen, 29th Jan.,—from cruise.
SUISANG, British steamer, 1,776, E. J. Tadd, 27th Jan.,—Singapore 10th Jan., General.—Jardine, Matheson & Co.
TELEMACIUS, British steamer, 1,340, J. Williams, 28th Jan.,—Saigon 21st Jan., Rice.—Chinese.
TING SANG, British steamer, 1,045, W. E. Sawyer, 27th Jan.,—Moji 22nd Jan., General.—Jardine, Matheson & Co.
TSINAN, British steamer, 1,450, C. Lindbergh, 25th Jan.,—Sydney 15th Jan., 4th Jan., General.—Butterfield & Swire.

Ballast Vessels.

FRED. P. LITCHFIELD, American bark, 1,080, Allen, Fulton, 12th Dec.,—Fremantle, W.A. 15th Sept., Sandalwood.—Order.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October,—Manila 6th Oct., General.—Master.
INVERMAY, British ship, Lamont, 18th Jan.,—Cardiff 13th Aug., Patent Flag.—Admiralty.
LOTHAIR, Italian bark, 678, Borzoi, 24th Jan.,—Callao 10th Nov., Sugar.—Carlewitz & Co.
LUCIA, British bark, 640, A. Andersen, 19th Jan.,—Rajahmundry 22nd Dec., Timber.—Sander, Wieler & Co.
MOBILE BAY, British bark, 1,117, James A. Boyu, 12th Dec.,—Hongkong 17th Nov., Coals.—Jardine, Matheson & Co.
MONIA, German bark, 1,221, F. Rowell, 18th Jan.,—Cardiff 23rd May, Coal.—E. A. Trading Co.
NIOLA, Norwegian bark, 649, Cardain, 3rd Jan.,—Fremantle, Wash. and Australia 21st Oct., Sandalwood.—Order.
VALE OF DOON, British bark, 669, J. Petersen, 16th Dec.,—Rejang 18th Nov., Timber.—Sander, Wieler & Co.
WEST VORAY, British bark, 706, W. S. Forster, 20th Dec.,—Callao 10th Oct., Ballast.—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS.

Hongkong, January 31st, 1902.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Albatross, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. W. C. Newell, Hongkong.
Argyll, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Weihai-wei.
Astraea, 2nd-class cruiser, 4,500 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Mirs Bay.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 2,400 i.h.p., Capt. F. H. Henderson, C.M.O., Amoy.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class cruiser, 22,000 tons, Capt. Tudor, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.O., cruising.
Est, coast defence gunboat, 353 tons, 2 guns, 1,000 i.h.p., Lieut. Comdr. W. Forbes, Chir-kiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. MacKenzie, H.K.O.
Firerider, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Healy Powell, Canton.
Glory, 1st-class flag ship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, on route Singapore.
Gothic, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.
Hari, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Hawley, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. G. C. Hardy, Hongkong.
Hunter, steamship, 1,440 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.
Phaetis, sloop, 1,050 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. Wm. Jones, on route Singapore.
Rambling, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Rudolf, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett, Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Weihai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 1,200 i.h.p., in reserve Hongkong.
Takashi, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stophord, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,400 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., cruising.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lt. Comdr. W. O. Lyne, Hongkong.
Whiting, twin-screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,000 i.h.p., in reserve.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.
Woodcock, river-gunboat, 100 tons, 3 guns, 550 i.h.p., Lieut. Comdr. Watson, Kiangsi.
Woodlark, river-gunboat, 100 tons, 3 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 5, 36, 37 and 38, first-class; and 1 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, on route Singapore.
Holland, Dutch cruiser, 3,500 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,500 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresia, Austrian cruiser, 10 guns, 3,000 tons, 7,755 i.h.p., Capt. V. Bless, Lutter v. Sambuch, Shanghai.
Piel Hittin, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 550 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,300 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vsevolodsky, at Tientsin.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elinsky, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dmitri Donskoy, Russian armoured cruiser, 30 guns, twin screw, 34 guns, 7,000 h.p., Comdr. Sharov, Singapore.
Goldovnik, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikov, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikheevsky, at Shanghai.
Koryvet, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.
Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yelish, at Nagasaki.
Nayadid, Russian cruiser, 1,314 tons, 15 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Odnovny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petrovich, Russian battleship, 12,000 tons, Capt. Greval, at Nagasaki.
Polina, Russian battleship, 10,650 tons, 11,150 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosizian, Russian armoured cruiser, 13,200 tons, 25 guns, 14,500 h.p., Capt. Daniloff, at Nagasaki.
Rosizianik, Russian cruiser, 1,350 tons, 1,786 h.p., 11 guns, Capt. Kerausky, at Hongkong.
Rurik, Russian flag ship, 10,400 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,000 tons, 13,500 h.p., 16 guns, Capt. Molgusky, at Nagasaki.
Silavich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Harmond, at Nagasaki.
Sisroi Valley, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tanassoff, at Manila.
Strogich, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Souhatin, at Nagasaki.
Swaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 3 torp tubes 780 h.p., speed 10 1/2 knots.
Vladimir Monomach, Russian cruiser, 3,000 tons, 16 guns, Prince Ouchlonsky, at Singapore.
Volich, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchowsky, at Nagasaki.
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,100 h.p., Capt. Rogalsky, at Taku.
Zabinka, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shernoff, at Nagasaki.

(U.S. and U.S.S.)

Delphin, Russian torpedo boat, 350 tons, Capt. Norekowsky, at Shanghai.
Foral, Russian torpedo boat, 25 tons, 1 gun, 250 h.p., 16 knots.
Janitschi, Russian torpedo boat, 37 tons, 4 guns, 970 h.p., 10 knots.
Kasatka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kuryavsky, at Shanghai.
Nargen, Russian torpedo boat, 350 tons, 4 guns, 1,200 h.p., 22 knots.
Nordvich, Russian torpedo boat, 350 tons, 4 guns, 1,200 h.p., 22 knots.

Poderomich, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stish, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Shak, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
Shorpton, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sosichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sturiald, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)
Borja, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Reut, 1st class, Russian torpedo boat, 96 tons, 3 guns, 3 torp tubes 780 h.p., speed 22 knots.
Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeieff.
 * Flagship of Rear-Admiral F. V. Dubossouff.
 * Flagship of Rear-Admiral Reunouff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Saigon.
 * *Furth*, German cruiser, 1,830 tons, 8 guns, 10,000 h.p., Capt. Rollmann, at Amoy.
 * *Gefion*, German cruiser, 1,830 tons, 8 guns, 10,000 h.p., Capt. Rollmann, at Amoy.
 * *Hansa*, German cruiser, 1,830 tons, 8 guns, 10,000 h.p., Capt. Rollmann, at Amoy.
 * *Heila*, German despatch vessel, 2,000 tons, 12 guns, Capt. Ramplod, at Woosung.
Herkula, German cruiser, 5,000 tons, 30 guns, Capt. Demewsky, at Saigon.
Ilia, German gunboat, 600 tons, 10 guns, Lieut. Comdr. Schauer, en route Shanghai.
Irena, German cruiser, 4,200 tons, 8 guns, 10,000 h.p., Capt. Seia, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fouchow.
Kaiserin Augusta, German cruiser, 6,331 tons, 10 guns, 14,000 h.p., Capt. Stein, at Amoy.
 * *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtzendorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daenhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Fouchow.
Stieren, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstadt, at Hongkong.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
 No. 60, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 61, German torpedo-boat, 350 tons, Capt. Lieut. Füllau, Shanghai.
 No. 62, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geiseler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Balthé, Saigon.
Bergall, 2nd-class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugabug, 2nd-class cruiser, 4,000 tons, 10 guns, 12,000 h.p., Capt. Deffere, at Shanghai.
Chaculap, gunboat, 2nd-class cruiser, 3,735 tons, 10 guns, 18 guns, Capt. Espinay St. Luc, at Hongkong.
Comet, gunboat, 600 tons, Capt. Lottel, at Canton.
Désolé, gunboat, 640 tons, Capt. Leameey, at Pakhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 h.p., Capt. D. du Fourme, Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 651 h.p., Capt. L. de Saune, at Saigon.
Euxine, dispatch-transport, Captain Vallée, at Saigon.
Franck, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Pertail, at Saigon.
Lios, gunboat, 300 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 651 h.p., Capt. M. Motet, at Shanghai.
Syls, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mompot, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bonnesur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fouchow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennett, U.S. gunboat, 1,710 tons, 6 guns, 3,450 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Hongkong.
Callao, U.S. gunboat, 137 tons, 1 gun, 51 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
Cassidy, U.S. gunboat, 1,330 tons, 8 guns, 2,190 h.p., Comdr. S. W. Vary, at Shanghai.
Cecil, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. F. Foss, at Manila.
Conover, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply ship, 7,000 tons, 3,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,500 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply ship, Lieut. Comdr. A. M. Mott, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. L. M. Mott, at Manila.
Itasca, U.S. gunboat, 1,390 tons, 8 guns, 1,998 h.p., Comdr. J. L. M. Mott, at Manila.
Keweenaw, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,077 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Naro, at Manila.
Marblehead, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 4,000 h.p., Capt. F. P. Gilmore, at Hongkong.
Monowah, U.S. gunboat, 1,370 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Mustang, U.S. double-turret monitor, 4,000 tons, 6